

Virginia Will No Longer Tolerate Inefficient Methods Which Have Characterized Road Building in Past Years

More and Better Work Now Being Required in Many Counties.

NECESSITY IS PRESSING

Without Improved Thoroughfares, State Cannot Reach Full Measure of Greatness.

Congressman John Lamb, representing the Third Virginia District, contributes, from Washington, the following to the campaign for good roads which The Times-Dispatch is waging, and of which he is an ardent advocate:

History shows that the nations ruling the world have been the nations ruling most in road building. The best evidence of progress, of civilization, of profitable commerce and good government, is the quantity and quality of the roads of the country. Rome's supremacy and France's wonderful financial development could not have existed without the excellence and extent of their roads.

Some conception of the value and importance of good roads to our country may be gathered from data given by the good roads division of the United States Department of Agriculture. "During the crop year 1905-6 \$5,487,000,000 pounds of farm products were hauled from farms to shipping points. This enormous weight did not include the products hauled from farms to mills and from mills back to farms. It did not include all the crops produced, the notable exceptions being truck products and fruits, and no figures are included for forest or mine products or for the commodities that go from city to country."

The estimated cost of "hauling over broken stone roads, dry and in good order, is 8 cents per ton per mile; on broken stone roads in ordinary condition 11 cents; on earth roads containing ruts and mud 35 cents; on sandy roads when wet 32 cents; on sandy roads when dry 61 cents.

Cost of Hauling.
The cost of hauling on country roads is estimated at over half a billion dollars annually. A reduction from 25 cents per ton per mile to 12 cents would save over \$250,000,000 annually. The saving in work of teams, wear and tear of wagons and harness, decreased draft and increased loads, and time and labor saved over good roads, compared with poor roads is no less striking.

Time and experience have demonstrated that wherever good road-building has been practically and economically done it has invariably brought to that community progress, refinement, stimulation to business and enhancement of property values. Wherever good roads are established and maintained there you unfailingly find continued progress, development and improvement in every branch of business and in every class of people. Can you mention a single instance of a community blessed with good roads that has deteriorated or is deteriorating in any way?

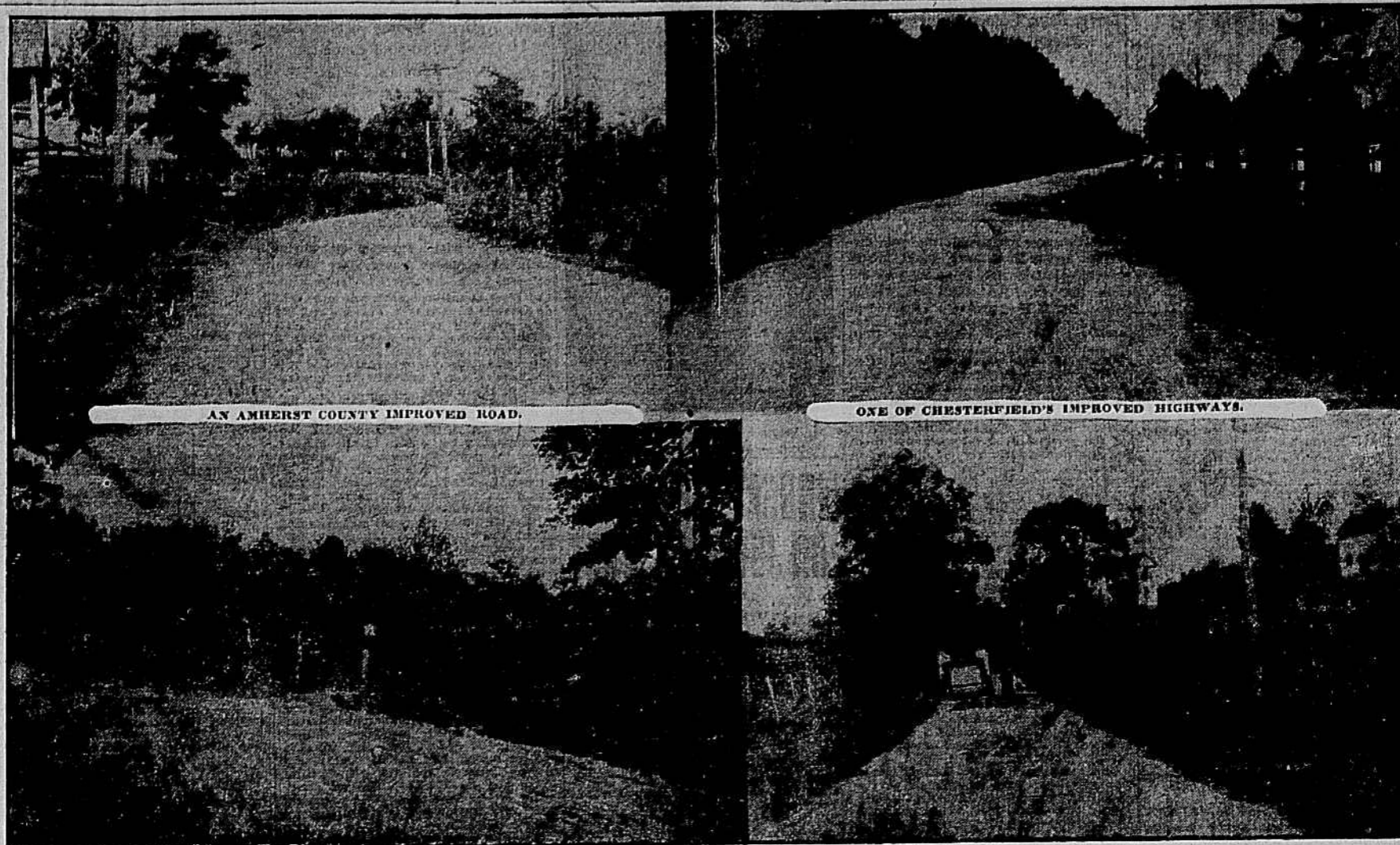
But why dwell on the manifest advantages of good roads? History, statistics, reason and experience prove it, and our people of every class and occupation admit it.

I desire, however, to go a step further and have them not only realize the manifest advantages, but to be convinced of the actual necessity for good roads, a necessity, while greatest to the farmer, is yet a necessity to every other business occupation. When we realize this necessity progress in good road-building will be both thorough and rapid. Advance our people from sentiment to necessity for good road-building; this is the real work to be done. Impress it on representatives in legislatures and in Congress, on counties and communities, and on every class of citizens, through your good roads bureaus, and through your public speakers; impress it thoroughly and quickly. Delay has cost, and is costing, our country too much in progress and development. Obstacles will be surely met, but as surely overcome; difficulties will be solved and means provided. Convince our people of this necessity, and good road-building could not even be prevented.

At the close of 1904, as shown by the United States Public Roads Office, there was 2,159,570 miles of public roads of all classes in the United States. Of these, 35,621 miles were improved by the use of broken stone; 108,238 miles by gravel, and 6,800 miles by miscellaneous materials. The total expenditure in cash was \$63,815,287.09, and in labor represented \$19,818,236; in bonds, \$2,630,470.93, and in State aid, \$2,607,323.66, making a total of upwards of \$80,000,000. From this it is shown that only a little over 7 per cent. of the total has been improved.

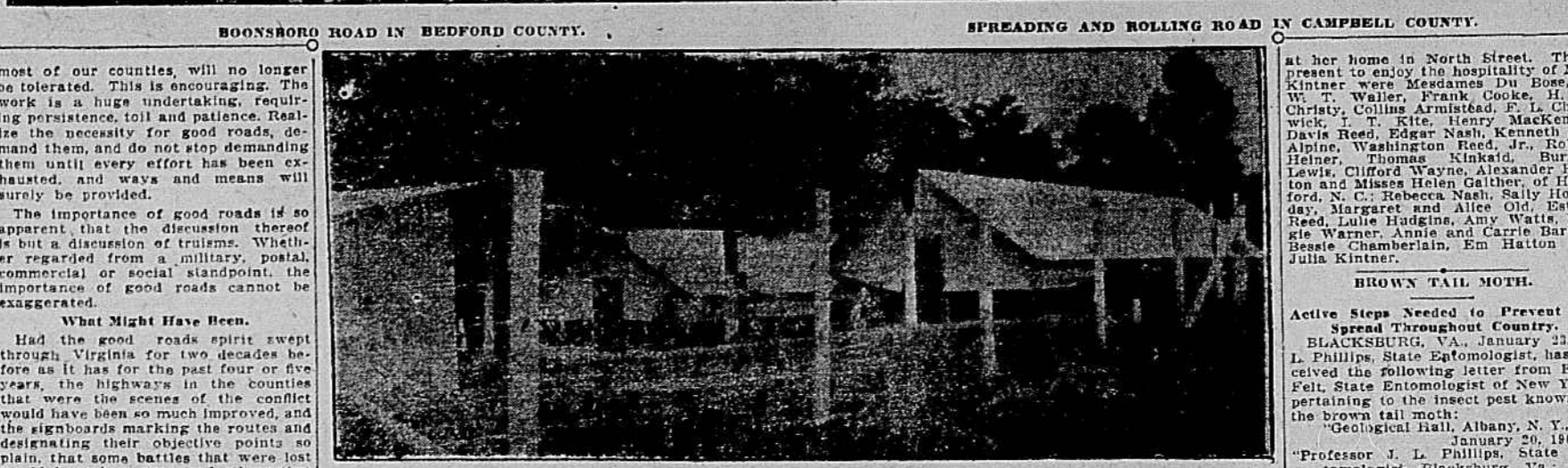
Discards Old System.

Our State (Virginia) has discarded the old and inefficient system of requiring its citizens to contribute free work on the public road. By a recent law the State bears a portion of the work. She has established a State Highway Commission; has made provision by law for the issuing of county bonds, where approved by the voters, for county road-building; and permits and encourages the use of convicts for this purpose in the counties. Many counties of our Commonwealth are taking advantage of these facilities; sentiment and even demand for better roads is rapidly growing, and more actual road-building on scientific principles has been done in the last two years. I am sure, than had been done in the ten years preceding. Counties and localities are displaying an increased and increasing activity. More work and better work is being required. Men placed in charge of our roads now are more carefully selected and held to a stricter and more efficient service. The wasteful and inefficient road work in past years, in



AN AMHERST COUNTY IMPROVED ROAD.

ONE OF CHESTERFIELD'S IMPROVED HIGHWAYS.



BOONSBORO ROAD IN BEDFORD COUNTY.

SPREADING AND ROLLING ROAD IN CAMPBELL COUNTY.

most of our counties, will no longer be tolerated. This is encouraging. The work is a huge undertaking, requiring persistence, toil and patience. Realize the necessity for good roads, demand them, and do not stop demanding them until every effort has been exhausted, and ways and means will surely be provided.

The importance of good roads is so apparent that the discussion thereof is but a discussion of truisms. Whether regarded from a military, postal, commercial or social standpoint, the importance of good roads cannot be exaggerated.

What Might Have Been.

Had the good roads spirit swept through Virginia for two decades before as it has for the past four or five years, the highways in the counties that were the scenes of the conflict would have been so much improved, and the signboards marking the routes and designating their objective points so plain, that some battles that were lost would have been won, and others that were fought with ruinous results would not have been delivered at all. As an illustration, had the authorities of Henrico county made a highway from a point near Fussell's Mill to Glendale a few years before the war, instead of a short time afterwards, Magruder's Corps could have easily reinforced Longstreet on the evening of the night at Frazier's Farm, and Malvern Hill would not have been written.

Again, had the good roads spirit stirred the Henrico heart in the decade from 1850 to 1860 as it has during the past decade, making their roads the ideal country roads of Eastern Virginia, the true Quaker Road would have been known, and the antiquated Quaker Road defined, so that the most serious mistake of many that were made would not have ended in the sacrifice of life appalling to those who beheld it and unrealized by those who read of it to-day.

We easily recall from our reading of history the complaints made by the commanders of our armies during both of our revolutions of the wretched condition of our roads, militating against transportation and preventing the cooperation of widely separated bodies of troops.

Desired for Other Reasons.
But good roads are desirable for many other reasons than the successful movement of bodies of armed men. Before this necessity arises again it is to be hoped that the roads in every populous county in Virginia will be as solid and substantial as the turnpike of her famous Valley.

The pressing necessity for better highways and the immense advantage to all classes of people that they will bring has awakened earnest thought and aroused interest in Congress and State Legislatures.

The general government is extending a helping hand in the way of suggestions and education. In 1898 the appropriation was only \$10,000. In 1905 it reached \$50,000. Last year it was \$70,000, and the appropriation for 1909 is \$87,890.

It may be of interest to Virginians to know that at the head of the important division of the Agricultural Department is a Virginian closely related to the Pages of Hanover county, and bearing the name of that worthy and distinguished family.

The main facts stated in this letter have been gathered from his reports to the committee of which I am a member.

Conditions Differ.

The conditions as to good roads differ greatly in the States. New York, New Jersey and Massachusetts have passed the educational and sentimental phases of this question, and are now building highways that will bring untold comforts and blessings to their people. The density of population and great accumulation of wealth make it possible for these States to accomplish a great deal more than Virginia can hope to do for years to come. As conditions differ in the States, so they differ in the counties of many of the States. What will answer for one of our richest and populous counties will not apply in a sparsely populated county of Eastern Virginia.

The record shows that a tax of 15 cents on the hundred dollars of property produces a revenue in the richer counties that enables the authorities to make fairly good roads, while a tax of 30 cents on the hundred dollars of value in sparsely populated counties does not produce a sufficient amount to bring good results. This is a subject for the careful consideration of our State legislators.



A CONVICT CAMP ON BOONSBORO ROAD.

WAGING THE FIGHT FOR GOOD ROADS

Success of Great Convention to Be Held in Richmond Now Assured.

HUNDREDS ARE COMING

Every Section of Virginia Will Be Represented and Assist in Campaign.

A tremendous stride was made during the past week towards the preparation for the good roads convention which will be held in this city February 10th and 11th.

Secretary H. L. Harwood is receiving replies from patriotic citizens from every section of the State, who are thoroughly in accord with the movement, and who will sacrifice their time and money to attend the convention, to help form the Greater Highways Association of Virginia.

Governor Swanson is hard at work preparing his list of delegates from every county in the State, and his commissions will be issued in a few days. Commercial bodies in every section of the State are appointing delegates, and at present it looks as if 600 delegates will be in attendance. Automobile clubs in five cities have already appointed delegates, and a number of commercial bodies will have



MAJOR L. W. PAGE, Director of Public Roads of the United States, who will address the Good Roads Convention.

meetings this week to appoint their representatives.

The sessions of the convention will be held in the auditorium of the Jefferson Hotel. The Mayors of the various cities will be requested to send representatives.

Many Interested.

Among those who are deeply interested in the convention are the road boards and boards of supervisors of a score or more counties. Congressmen Lassiter, Saunders, Hay and Lamb anticipate being present, and a large number of State Senators and members of the House have already signified their intentions of being present.

Representatives of several of the railroads are arranging parties of their officials to be present. Manufacturers of road implements and material are making inquiries in reference to exhibition spaces, and road associations of various States are inquiring as to hotel rates etc.

The program committee, of which State Senator Charles T. Lassiter, President of the Southeastern Virginia Greater Highway Association, is chairman, has secured several speakers who are nationally prominent on road-building, among whom are Major L. W. Page, Director of Public Highways of the United States.

Governor Assisting.

Governor Swanson, who is the foremost champion in the State for popular education and good roads—two things that go hand in hand—is lending his assistance in the arrangements, and will take a prominent part in the formation of the convention.

The convention workers do not look upon the action of the people of Henrico as a drawback to their cause. They regard the result of the Henrico election as due to the fact that the people were not sufficiently informed in reference to certain clauses of the statute under which the election was held.

One of the objects of the convention will be to elect a committee to conduct a campaign of education looking to securing the co-operation of every

commercial organization and every patriotic individual in every county.

Excursion From Dinwiddie.

A movement is on foot in Dinwiddie county to run an excursion to this city during the convention. The people of that county are red hot good road movers, and it is predicted the election in that county on February 13d will be five to one in favor of a bond issue of \$100,000 for permanent road improvement.

Its Purpose.

The following letter has been sent out by Charles T. Lassiter, president of the Greater Highways Association of Southeastern Virginia:

"This association has called a convention to meet at the Jefferson Hotel, in the city of Richmond, on the 10th and 11th of February, 1909. It is hoped to assemble at this convention representative people from all parts of Virginia, who are interested in the work of securing better county roads. It is proposed to merge this association into the Greater Highways Association of Virginia, and to carry on during the next twelve months an active campaign in the interest of better highways.

"The expense of this undertaking will be considerable. In order to reach this expense we want 10,000 members at \$1 each, which will be only an average of 100 for each county. If you are interested in the objects proposed, will you not join at once? All of the members are requested to secure as many new members as possible. Membership cards may be obtained from Mr. H. L. Harwood, secretary-treasurer, 501 East Main Street, Richmond, Va.

"The only way to accomplish legislative results under our system of government is to agitate for reforms. The most efficient way to agitate is to organize. Every organization needs money to carry on its work, and this association seeks to popularize this movement by limiting its requests for contributions to \$1 each, so as to secure the co-operation of as many citizens as possible."

Mrs. Kintner Entertains.

[Special to The Times-Dispatch.]
NORFOLK, January 23.—Mrs. Edwin G. Kintner was hostess yesterday afternoon of a most beautiful party given

at her home in North Street. Those present to enjoy the hospitality of Mrs. Kintner were Mesdames Du Bose, L. W. T. Waller, Frank Cooke, H. H. Christy, Collins Armistead, F. L. Chadwick, T. Rite, Henry MacKenzie, Davis Reed, Edgar Nash, Kenneth McAlpine, Washington Reed, Jr., Robert Helmer, Thomas Kinkaid, Burnett Lewis, Clifford Wayne, Alexander Hutton and Misses Helen Galtner, of Herford, N. C.; Rebecca Nash, Sally Holladay, Margaret and Alice Old, Esther Reed, Julie Huggins, Amy Watts, Virgie Warner, Annie and Carrie Barlow, Beatie Chamberlain, Em Hutton and Julia Kintner.

BROWN TAIL MOTH.

Active Steps Needed to Prevent Its Spread Throughout Country.

BLACKSBURG, VA., January 23.—J. L. Phillips, State Entomologist, has received the following letter from E. P. Felt, State Entomologist of New York, pertaining to the insect pest known as the brown tail moth:

"Geological Hall, Albany, N. Y., January 20, 1909.
"Professor J. L. Phillips, State Entomologist, Blacksburg, Va.:

"Dear Professor Phillips—I have no hesitancy in ranking the brown tail moth as a very destructive leaf feeder, since it thrives upon white and other maple and elm, and displays a marked partiality for pear, plum and apple, and is capable of subsisting on the foliage of a large number of other trees and shrubs. Furthermore, the finely barbed hairs of the caterpillars irritate the skin, and frequently produce an intense irritation known as brown itch, an affliction responsible for much suffering in Eastern New England, where this insect is abundant. This pest, as you may know, has spread very rapidly westward and northward, having made its way into New Hampshire, Maine and even Nova Scotia.

"Its westward spread has been relatively slow, and it is not known to occur west of the Connecticut valley. I am most firmly of the opinion that no effort should be spared to prevent such a pest as this gaining a foothold in widely separated parts of this country. This is still possible, if the recent shipments, referred to above, are carefully inspected and all the winter nests destroyed by burning, together with packing and packing boxes liable to harbor any caterpillars. Furthermore, stock shipped in boxes containing these nests should be very thoroughly fumigated in order to destroy any caterpillars that might be overlooked.

"It has rather surprised me that no more very injurious insects have made their way into this country through Eastern ports. The maintenance of an adequate quarantine system on our Eastern coast would amount to much less than the annual expenditures in recent years for the control of this one pest. An adequate inspection of imports would confer an incalculable service upon this country in preventing the establishment of many injurious species not yet brought to our shores. It is unquestionably cheaper to exclude a dangerous pest like the gypsy moth by means of quarantine than to attempt to control it after it has become well established over an extended area.

"Very truly yours,

"E. P. FELT,
"State Entomologist."

Congressman Maynard on "Good Roads."

The following letter has been received by The Times-Dispatch from Congressman Harry L. Maynard, representing the Second Virginia District:

"Washington, D. C., January 23d.

To The Times-Dispatch, Richmond, Va.:
"I am very glad to note that The Times-Dispatch is active in the campaign for good roads in Virginia. The interest in the subject throughout the State marks the beginning of an era of increased prosperity and comfort for her citizens.

"Money invested in roads built on modern scientific plans will bring a generous return and pay well as a permanent investment in the results obtained.

"From an economic view the building and improving the roads of the Commonwealth should be hastened by every possible means.

"Good roads mean easier and cheaper hauling of produce to railway stations or markets, better teams, more convenient travel and communication and the upbuilding of the rural districts in comfortable homes. The introduction of improved farming methods, increased educational facilities and opportunities for social intercourse are all hastened by the building of good roads.

"I have introduced and have advocated the passage by Congress of a bill giving national aid to the building of improved roads in all the States, and the time is not far distant when progressive public sentiment will force the adoption of this plan if the States are active in making a beginning for themselves by providing themselves better roads and demonstrating their incalculable value as a permanent investment for the nation.

"Yours truly,"
"H. L. MAYNARD."



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